

Mumbai Trans Harbour Link (MTHL) Project
Sewri to Nhava up to NH-4B near Chirle
Brief Note

1.0 Preamble :

The proposed Mumbai Trans Harbour Link ('MTHL') will facilitate decongestion by improving connectivity between Island city and main land (Navi Mumbai) and for development of Navi Mumbai Region.

The scope of the project includes a 22.5km long 6-lane bridge connecting Sewri on the island city to Nhava-Sheva on the mainland. This includes 16.5 km long sea link and 5.5 km viaducts on land. This link will have interchanges at Sewri in Mumbai and near Chirle village at NH-4B

2.0 Benefits of the Project :

- Development of areas in Navi Mumbai and Raigad District
- Faster connectivity to the proposed International Airport in Navi Mumbai
- Lesser fuel and transport related costs due to reduction in distance between Mumbai and Navi Mumbai, Raigad & Konkan.
- Decongestion of traffic in Mumbai city.

3.0 Implementation of the Project:.

Government of Maharashtra has appointed **MMRDA** as the implementing agency vide Resolution dated 04 Feb. 2009 and decided that necessary funds will be raised by MMRDA. The Maharashtra Government declared the MTHL project as "Regional Development Project" vide Resolution dated 08 June 2011.

MMRDA has undertaken the construction of MTHL project on EPC basis with Financial Loan Assistance from Japan International Cooperation Agency (JICA).

JICA conducted their own studies and updated the project studies and agreed for Loan Assistance to the project in 2016. It was decided that, the civil work shall be divided in three sections and one section related to **Intelligent Transport System (ITS)**. Subsequently, MMRDA invited e-Tenders for Pre-Qualification and RFP on Post Qualification for Civil Works in 3 packages. Now, MMRDA has appointed contractors for civil work in 3 packages.

3.0 Connectivity on Navi Mumbai Side: The Project contemplates construction of a 22 km long bridge across the Mumbai Harbour between Sewri on Mumbai side and NH 4B near Chirle on Navi Mumbai side. MTHL is the access control link having Toll charges. The Toll Plaza will be near Gavan at elevated level. The roads planned by CIDCO in Ulwe node and Dronagiri node are crossing below MTHL elevated corridor and its local vehicular movement will not interfere with MTHL traffic.

The Connectivity of MTHL on Navi Mumbai side is at only 3 locations:

- i. **Shivaji Nagar Interchange** on Navi Mumbai side :
The Sivaji Nagar interchange with CIDCO's proposed Coastal Road will provided connectivity with Navi Mumbai International Airport & JNPT
- ii. **Ramps at SH-54 near Jasai:** Connectivity to Panvel – Uran State highway (SH-54)
- iii. **Interchange at National Highway 4B near Jasai:**
This interchange will provide connectivity with Panvel, Uran and JNPT.

4.0 Scope of the Project : The scope of the project includes a 22.5km long 6-lane bridge connecting Sewri on the island city to Nhava-Sheva on the mainland. This includes 16.5 km long sea link and 5.5 km viaducts on land. This link will have interchanges at Sewri in Mumbai and near Chirle village at NH-4B.

Project Packages :
Package 1 (Civil: work) : km 0.000 to km 10.380
Package 2 (Civil: work) : km 10.380 to km 18.187
Package 3 (Civil: work) : km 10.380 to km 21.800
Package:4 is for Intelligent Transport System (ITS)

Lane configuration : 3+3 lane + emergency lane on each carriageway

Interchanges Sewri Interchange on Mumbai side
Shivaji Nagar Interchange & Chirle Interchange on Navi Mumbai side

Civil Contractors:
Package-1: L&T and IHI (Contract Value: 7637 Cr)
Package-2: DAEWOO E&C - TATA Projects (Contract Value: 5612 Cr)
Package-3: L&T (Contract Value: 1013 Cr)

Construction period : 54 months

Area for Casting yard: About 15 Ha on Mumbai side & about 27 Ha on Navi Mumbai side

Total Project Cost : **Rs. 17,843 Cr** (including construction cost, price escalation, cost of land acquisition, Consultancy fee, administrative cost, taxes etc.)
JICA has agreed to provide loan of about 85 % of the above cost.

5.0 Approvals obtained by MMRDA :

- **MoEF** has issued **CRZ clearance** as well as **stage-1 clearance for diversion** of about 47.417 Ha **of forest land** for the project.

- **Forest Dept** has issued Working Permission to MMRDA for the project in 47.417 Ha forest area.
- **MbPT** Board has handed over Harbour water area and about 15.17 ha for casting yard as agreed to transfer. Part of the land for ROW (about 10 ha) is also handed over to MMRDA.
- **JNPT** has handed over Harbour water area for piers 0.982 Ha and sky space area 16.75 Ha to MMRDA as agreed in in-principle approval.
- **CIDCO** has handed over the land 101.94 Ha available with them on Navi Mumbai side for Right of Way and for casting yard.
- Other agencies like **Archaeological Survey of India, Bhabha Atomic Research Center (BARC)** have conveyed no-objection to the project.
- **National Highway Authority of India (NHAI)** has given No Objection Certificate for interchanges with National Highway-4B and with State Highway-54.
- The **Railways** have given in-principle approvals to the General Arrangement Drawings of the **two Rail-over-Bridges**.

6.0 Construction cost of work affected by proposed forest area.

There are forest land parcel having survey No 71/1/B/1/A/2 coming in proposed work having width of Corridor @14.8 m Length @ 40M and Ramp Width @ 9.00 Mtrs and length of @ 200 Meters. The above proposed ramp is necessary for Dispersal of traffic to SH-54 near Jasai i.e. Connectivity to Panvel – Uran State highway (SH-54). The Construction Cost of affected work is @ 6.0 Cr . MMRDA is taking efforts to complete the work in given timeline of Sep 2023 .

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